

§ 25.1321

(3) Establishing the internal environment;

(4) Identifying all the electrical and electronic systems that are subject to the requirements of this section, and their locations on or within the airplane;

(5) Establishing the susceptibility of the systems to the internal and external lightning environment;

(6) Designing protection; and

(7) Verifying that the protection is adequate.

[Doc. No. 25912, 59 FR 22116, Apr. 28, 1994]

INSTRUMENTS: INSTALLATION

§ 25.1321 Arrangement and visibility.

(a) Each flight, navigation, and powerplant instrument for use by any pilot must be plainly visible to him from his station with the minimum practicable deviation from his normal position and line of vision when he is looking forward along the flight path.

(b) The flight instruments required by § 25.1303 must be grouped on the instrument panel and centered as nearly as practicable about the vertical plane of the pilot's forward vision. In addition—

(1) The instrument that most effectively indicates attitude must be on the panel in the top center position;

(2) The instrument that most effectively indicates airspeed must be adjacent to and directly to the left of the instrument in the top center position;

(3) The instrument that most effectively indicates altitude must be adjacent to and directly to the right of the instrument in the top center position; and

(4) The instrument that most effectively indicates direction of flight must be adjacent to and directly below the instrument in the top center position.

(c) Required powerplant instruments must be closely grouped on the instrument panel. In addition—

(1) The location of identical powerplant instruments for the engines must prevent confusion as to which engine each instrument relates; and

(2) Powerplant instruments vital to the safe operation of the airplane must be plainly visible to the appropriate crewmembers.

14 CFR Ch. I (1–1–03 Edition)

(d) Instrument panel vibration may not damage or impair the accuracy of any instrument.

(e) If a visual indicator is provided to indicate malfunction of an instrument, it must be effective under all probable cockpit lighting conditions.

[Amdt. 25–23, 35 FR 5679, Apr. 8, 1970, as amended by Amdt. 25–41, 42 FR 36970, July 18, 1977]

§ 25.1322 Warning, caution, and advisory lights.

If warning, caution or advisory lights are installed in the cockpit, they must, unless otherwise approved by the Administrator, be—

(a) Red, for warning lights (lights indicating a hazard which may require immediate corrective action);

(b) Amber, for caution lights (lights indicating the possible need for future corrective action);

(c) Green, for safe operation lights; and

(d) Any other color, including white, for lights not described in paragraphs (a) through (c) of this section, provided the color differs sufficiently from the colors prescribed in paragraphs (a) through (c) of this section to avoid possible confusion.

[Amdt. 25–38, 41 FR 55467, Dec. 20, 1976]

§ 25.1323 Airspeed indicating system.

For each airspeed indicating system, the following apply:

(a) Each airspeed indicating instrument must be approved and must be calibrated to indicate true airspeed (at sea level with a standard atmosphere) with a minimum practicable instrument calibration error when the corresponding pitot and static pressures are applied.

(b) Each system must be calibrated to determine the system error (that is, the relation between IAS and CAS) in flight and during the accelerated take-off ground run. The ground run calibration must be determined—

(1) From 0.8 of the minimum value of V_1 to the maximum value of V_2 , considering the approved ranges of altitude and weight; and

(2) With the flaps and power settings corresponding to the values determined in the establishment of the takeoff path under § 25.111 assuming that the

critical engine fails at the minimum value of V_1 .

(c) The airspeed error of the installation, excluding the airspeed indicator instrument calibration error, may not exceed three percent or five knots, whichever is greater, throughout the speed range, from—

(1) V_{MO} to 1.23 V_{SR1} , with flaps retracted; and

(2) 1.23 V_{SR0} to V_{FE} with flaps in the landing position.

(d) Each system must be arranged, so far as practicable, to prevent malfunction or serious error due to the entry of moisture, dirt, or other substances.

(e) Each system must have a heated pitot tube or an equivalent means of preventing malfunction due to icing.

(f) Where duplicate airspeed indicators are required, their respective pitot tubes must be far enough apart to avoid damage to both tubes in a collision with a bird.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25-57, 49 FR 6849, Feb. 23, 1984; Amdt. 25-108, 67 FR 70828, Nov. 26, 2002]

EFFECTIVE DATE NOTE: At 67 FR 76656, Dec. 12, 2002, § 25.1323 was amended by redesignating paragraphs (d) through (f) as paragraphs (h) through (j) and adding new paragraphs (d) through (g), effective Jan. 13, 2003. For the convenience of the user, the added text is set forth as follows:

§ 25.1323 Airspeed indicating system.

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(d) From 1.23 V_{SR} to the speed at which stall warning begins, the IAS must change perceptibly with CAS and in the same sense, and at speeds below stall warning speed the IAS must not change in an incorrect sense.

(e) From V_{MO} to $V_{MO} + 2/3 (V_{DF} - V_{MO})$, the IAS must change perceptibly with CAS and in the same sense, and at higher speeds up to V_{DF} the IAS must not change in an incorrect sense.

(f) There must be no indication of airspeed that would cause undue difficulty to the pilot during the takeoff between the initiation of rotation and the achievement of a steady climbing condition.

(g) The effects of airspeed indicating system lag may not introduce significant takeoff indicated airspeed bias, or significant errors in takeoff or accelerate-stop distances.

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§ 25.1325 Static pressure systems.

(a) Each instrument with static air case connections must be vented to the outside atmosphere through an appropriate piping system.

(b) Each static port must be designed and located in such manner that the static pressure system performance is least affected by airflow variation, or by moisture or other foreign matter, and that the correlation between air pressure in the static pressure system and true ambient atmospheric static pressure is not changed when the airplane is exposed to the continuous and intermittent maximum icing conditions defined in appendix C of this part.

(c) The design and installation of the static pressure system must be such that—

(1) Positive drainage of moisture is provided; chafing of the tubing and excessive distortion or restriction at bends in the tubing is avoided; and the materials used are durable, suitable for the purpose intended, and protected against corrosion; and

(2) It is airtight except for the port into the atmosphere. A proof test must be conducted to demonstrate the integrity of the static pressure system in the following manner:

(i) *Unpressurized airplanes.* Evacuate the static pressure system to a pressure differential of approximately 1 inch of mercury or to a reading on the altimeter, 1,000 feet above the airplane elevation at the time of the test. Without additional pumping for a period of 1 minute, the loss of indicated altitude must not exceed 100 feet on the altimeter.

(ii) *Pressurized airplanes.* Evacuate the static pressure system until a pressure differential equivalent to the maximum cabin pressure differential for which the airplane is type certificated is achieved. Without additional pumping for a period of 1 minute, the loss of indicated altitude must not exceed 2 percent of the equivalent altitude of the maximum cabin differential pressure or 100 feet, whichever is greater.

(d) Each pressure altimeter must be approved and must be calibrated to indicate pressure altitude in a standard atmosphere, with a minimum practicable calibration error when the corresponding static pressures are applied.